



# TECHNICAL ADVISORY COMMITTEE (TAC)

## Meeting Minutes

Port of San Diego  
San Diego, California

October 22, 2003 9 a.m. – 3 p.m.

### Attendance:

Vicki Nichols	Stephen Ricks	Matt Rezvani	R. Mitchel Beauchamp	Teri Shore
Linda Scourtis	Rosemary Corbin	Jonna Mazet	Ellen Faurot-Daniels	Gary Gregory
Mike Scala	Kyle Hanson	Linda Sheehan	Carlton Moore	Scott Schaefer
Bud Leland	Joy Lavin-Jones	Gerald Kelly	Marguerite Diaz	Megan Walton

The October 22, 2003 meeting of the Oil Spill Technical Advisory Committee (TAC), at the Port of San Diego, San Diego, California, was called to order at 9:07 a.m. – Stephen Ricks, Vice Chairperson/Vicki Nichols, Chairperson, presiding.

### **I. COMMENCEMENT/INTRODUCTIONS**

**STEPHEN RICKS (VICE CHAIRPERSON)/TAC**

Mr. Ricks stepped in for Ms. Nichols whose flight arrival was late. Carlton Moore announced that he would like to make a presentation to Ms. Nichols upon her arrival. Teri Shore made a request for new agenda items: 1) update on cruise ship bills; 2) tug escorts for ships carrying anhydrous ammonia; and 3) leaking of stern tubes. Participants introduced themselves.

### **II. WELCOME/GENERAL ANNOUNCEMENTS**

**CARLTON MOORE**

#### *- Change of Administration:*

- Robert Hight, Director of DFG, indicated that he will soon be leaving DFG.
- DFG's goal is to maintain continuity of operations which is the least disruptive during change in administration.
- Approximately 1,100 Governor's direct appointees may be replaced/may carryover. Scott Schaefer and Carlton Moore are subject to possible replacement. There is a desire to look at consolidation of environmental agencies from a regulatory, a prevention, and a response standpoint under one roof, to have concentrated focus and gain some efficiencies and reduction of overhead. OSPR has all of those components (regulatory, programs for the constituency, prevention and response).

#### *- Budget:*

- Comprehensive statewide audit will be done first.
- Reduction of overhead will be looked at.
- General Fund: Optimistic about the Governor's view of specially funded agencies. Carl doesn't believe there will be wholesale reductions in specially funded agencies.
- Reduction plans submitted: Mixed information sent back from the Department of Finance (12% reduction). OSPR may be required to do a 2% reduction. There may be layoffs within OSPR -- going through seniority process (time to obtain a seniority ranking) – December 1, 2003.
- OSPR Dispatch: Shutdown at night. Operations Duty Officer is on call at night temporarily. OSPR is looking at consolidation with State Parks Dispatch Center to accomplish continued operations.

#### *- SONS Drill (April 19-23, 2004):*

- National Incident Command Training: USCG, American Petroleum Institute, and State representatives attended. Admiral Carlos Colby, Commandant of Second Naval District, in Encinada for the Mexican Navy is a player, and he is very concerned because dispersants are not their first choice of response technology – it is a no choice response technology.
- Design: Two spills: 1) leaking tanker off Long Beach Harbor - delayed response because we are not sure if it is a terrorist activity so the FBI is not going to let us get aboard; and 2) barge banging into a fishing vessel off of San Diego – combination of crude and number six oil, so there is some heavy persistent stuff to deal with. Use of dispersant is going to be played in both San Diego and Los Angeles events.

- Meeting of JRT and NRDA at federal level decided that they want to have a pre-assessment exercise at the same time as SONS using SONS scenario. Not in design – trustees to come in to do pre-spill assessments on the beach.
- *Satellite radar project:* Authorized demo project in February 2004.

### **III. APPROVAL OF THE MINUTES**

**VICKI NICHOLS (CHAIRPERSON)/TAC**

Motion to approve minutes with changes, seconded, unanimously approved.

### **IV. AGENCY REPORTS**

**CCC/BCDC/SLC**

#### **California Coastal Commission:**

- *Area Committees:* Past year has been focusing on dispersants and new updates to Area Contingency plans.
  - San Diego: Very involved in SONS drill design, and some interest in lightering.
  - Central Coast: Have some issues with vessel salvage, mostly commercial fishing vessels that ground on the beach or sink near shore. A lot of times the State Parks people end up dealing with salvage issues particularly once the oil has been removed. The Marine Sanctuary, OSPR wardens, Sheriffs and State Parks are working in a task force to get an amendment to Boating and Waterways regulations to allow their grants program for recreational vessel salvage and other abandoned vessels to be extended to commercial vessels. Monterey Sanctuary is also looking at whether to include vessel salvage in their regulations.
  - Los Angeles: Is taking the lead in finishing up dispersant plan for updated FOSC checklist, Wildlife Spotting Protocols, and outreach materials/process. Need to add a shortfall analysis to include people, monitoring program for after use of dispersants, that can be used by the other Area Committees. Want to drill some part of dispersants in the SONS drill. Doing some outreach in the LA and SD area prior to the drill.

*Any discussion on what OSPR is doing with sensitive areas?* While the area contingency plan has identified sensitive sites and sensitive site protection strategies, it's the plan holders responsibility to identify and test site protective strategies. Carl Jochum's is working on a proposal to use the shoreline protection numbers that are in the ACPs, and OSPR is considering putting them in regulation to make them requirements.

- *Harbor Safety Committees:* Except for North Coast, believe all Harbor Safety Committees now have Bylaws in place. Carlton will be hearing all of this at his summit meeting next week.

#### **State Lands Commission:**

- *Manager's Report:* Passed to the TAC members, which highlights major activities of the SLC.
- *Budget:* SLC has shrunk dramatically in size. In the past, SLC was predominately a general fund organization; however, they are now predominately an OSPAF organization. Have more positions out of the OSPAF fund, then they do out of the general fund. Within the Division, received approved layoff plan and were told to implement it. The plan called for no layoffs; however, there were reductions in positions that were vacant or soon to be vacant through retirements (50-65 positions lost).

*Question on data on report regarding oil spills – do you have the amount of oil spilled?* SLC does not investigate oil spills for enforcement; they access the information for human organizational factors analysis.

*Have you noticed any trends, more/less, human error, technology, what's your view?* Sure, that's why the database was implemented; statistics show that about 95% of violations (Class III) are 90% human factor related.

#### **SF Bay Conservation and Development Commission:**

- *Seaport Plan Project:* To project into the future (10-20 years) what potential needs will be in terms of seaports in the Bay Area, and how they will be provided for. They require local government to keep those areas set aside for seaports whether the local government wants to or not. Bulk cargos – five different requests for removal of five different terminal sites. Petroleum is not covered in the seaport plan, and water related industries.
- *Harbor Safety Committee Video Presentation on Navigating the Bay:* 90-95% done on audio, video is 90% done. Prevention workgroup for the San Francisco Harbor Safety Committee is working on Rule 9 brochure.

- *Water quality:* The marina water quality testing program: sediment sampling has been completed and samples are at the lab -- hope to have results by March. The water quality and non-point pollution policies in Area Bay planning were completed and have been approved by OAL and NOAA.
- *BC/DC's Involvement in Issuing Permits in Oil Spill Response:* Report will be e-mailed to TAC.

**V. LIGHTERING OFFSHORE - SAN DIEGO UPDATE**

**CCC**

The issue is a meeting with USCG regarding allowing lightering closer to shore than 20 miles.

- Lightering is done by only two company's (BP, Chevron, Texaco) with crude oil from the Middle East. BP has elected to do their lightering operations 100-200 miles offshore.
- Chevron/Texaco decided to move closer to shore (20+ miles) primarily because of weather conditions. 100-120 miles offshore presents problems which could increase the possibility of a spill. To date, there have been no incidents of spills or pollution. Twenty miles is far enough that it is not visible from shore (out of public eye), very safe and weather conditions are good. It was necessary for Chevron/Texaco to modify ships. MSO SD worked with Chevron/Texaco to put together Standards of Care on how to do lightering safely, personnel, etc.
- 12 mile issue: Meeting with MSO SD to be scheduled. There is no reason for ships to get closer than 20 miles offshore.
- CCC is concerned with Standards of Care (lightering zone v. lightering area). Standards of Care are not a regulation, but are more of a description of how lightering will occur.
- Nearer shore: Redefined as the area inline of the most western tip and no closer than 20 miles offshore. There are no regulations in place to keep any company from using the nearer shore area (hoping to use Standards of Care). Vessels can use a portion of the traffic area or can use military zones.

*How can we get companies to use the Standards of Care?* There would be a need to do new trajectories, should stay at least 20 miles offshore because we have trajectories already 20 miles offshore. USCG paid for a consultant to do a hazard assessment (ask USCG status).

- OPA 90: Lightering zones are in OPA 90 and USCG has zones in the Gulf. USCG decided not to go to a Lightering zone (at least right now). Captain of the Port will use their authority to permit or not permit ships from coming in closer. If you fail to follow Standards of Care, Captain of Port has the authority to refuse.

**VI. UPDATE ON CRUISE SHIP LEGISLATION; TUG ESCORTS FOR SHIPS CARRYING ANHYDROUS AMMONIA; LEAKING OF STERN TUBES (ADDED TO AGENDA)**

**TERI SHORE**

- *Legislation:* No CA State agencies look out for vessels.
  - *Air Bill:* (2 year) Never made out of Senate appropriations, but planning on bringing the Bill forward.
  - *AB 906 and AB 121:* Ban on the dumping of oily bilge water, hazardous waste, and sewage sludge waste passed. There are fines and penalties outlined in the legislation, and there is a petition to NOAA to extend the same ban into the marine sanctuary along the coast.

*Discussion:* No single CA State agency has jurisdiction for Ports and marine safety, and there is a need for it.

- *Anhydrous Ammonia:* Vessels coming into the ports of LB/LA are escorted if not tethered. The State of California agencies do not have any authority over vessels carrying this cargo; the Captain of the Port, USCG has authority. *Need to deal with this issue by going to the USCG (standing order), or by going global.*
- *Stern Tubes:* Much oil dripped out of vessel stern tubes.

*Discussion:* Liquefied Natural Gas (LNG) – LNG may be within the TAC's purview, and it needs to be regulated. SLC will regulate like oil for facilities. Further discussions on this issue will be raised in future meetings.

**VII. TAC ANNUAL REPORT**

**TAC**

- *Report:* TAC reviewed the report page-by-page, requested various edits to be made, and clarification of information in the report was provided to new TAC members. Motion made to approve the TAC report, seconded, unanimously approved with changes.

**VIII. ELECTION OF OFFICERS**

**TAC**

- Issue: Vicki Nichols, Chairperson, moving out-of-state. Can TAC member remain on Committee if residing outside California? OSPR conducted a budget impact analysis and researched the issue in detail determining that OSPR could not support travel expenses for out-of-state travel into California. TAC will continue to keep Vicki in loop, but necessary for Vicki to pass the gavel and for TAC to elect new officers.
- Presentation by Carlton Moore of certificate to Vicki Nichols in appreciation of her service as a member and as the Chair of the TAC.
- Nomination for Chair: Stephen Ricks, seconded, unanimous, and elected to Chair.
- Nomination of Vice Chair: Jonna Mazet, seconded, unanimous and elected to Vice Chair

**IX. OTHER BUSINESS**

**ALL**

- *Suggested resolutions*
  - For Dispatch positions
  - To State Legislature in support of Cruise Ship Task Force to propose authority for an integrated program. (*Vicki suggested that Russell submit a written report with background information and discuss with other agencies on their feeling.*)
  - Resolution or comment to new administration that no one is looking out for shipping - list impacts. [*Look at the trends – 2.5 million to 10 million gallons a year of oil drips out of the stern tube (violations are addressed through the USCG while in port and leaking).*]
- *Suggested Agenda Items for next meeting*
  - Presentation regarding satellite radar by Mr. Turpin, Halifax
  - PowerPoint presentation on Lightering by Captain Fels, USCG/Heather Parker
  - Presentation on LNG by Jack Geck, OSPR
  - Presentation on SLC database.
  - Update on Integrated ocean serving system (\$21 million in bond funds-via grant) administered by the CCC. US Commission of Ocean Policy report due end of year. (*Update on 3 requests for proposals.*) by Linda Sheehan
  - SONS Drill Update by Ted Mar
- *Business Cards:* Request to have business cards printed for TAC members and alternates
- *Date and Location of 2004 meetings*
  - January 27, 2004 (Sacramento, CA)
  - April 27, 2004 (TBD)
  - July 27, 2004 (TBD)
  - October 26, 2004 (TBD)

**ADJOURN**